

## BUREAU OF ENVIRONMENT

### CONFERENCE REPORT

**DATE OF CONFERENCES:** June 2, 2005

**LOCATION OF CONFERENCES:** JO Morton Building

**ATTENDED BY:** Jon Evans, Kevin Nyhan, Mark Hemmerlein, Cathy Goodmen, Chris Waszczuk, and Dave Powelson, NHDOT; Jim Garvin, Linda Wilson, and Edna Feighner, NHDHR; Harry Kinter and Ed Woolford, FHWA; Jamie Payne, CLD; Sylvia Smith, Horizons Engineering; and Carolyn and Mr. Russell, Town of Washington.

**SUBJECT:** Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

#### NOTES ON CONFERENCE

Thursday, June 2

**Thompson Covered Bridge, West Swanzey (Homestead Woolen Mills Dam Removal Project): Participants: Jim Garvin, Dave Powelson, and Deb Loiselle.**

J. Garvin opened by providing a brief overview of the Homestead Woolen Mills Dam Removal Project and how it relates to the Thompson Covered Bridge. A feasibility study has been conducted by VHB and the “draft” became available March 2005. It is provided as a tool to assist the Town of Swanzey in making a decision as to whether to reconstruct or remove the dam. This study provides a wealth of information related to both the natural and cultural resources associated with the alternatives.

Although the Thompson Covered Bridge is not part of the potential dam project, it is a factor because it is an important resource to the community, and the project could potentially impact it at a greater rate. NHDOT had hired CLD several years ago to review the bridge status relative to scour susceptibility, and it was determined “scour-critical” per D. Powelson. They also note that the current existing pier footing is susceptible to scour whether the dam is removed or not. However, the susceptibility of the pier would be exacerbated by the removal. J. Garvin noted the VHB report estimates it would cost \$500,000.00 to rehabilitate the Thompson Covered Bridge. D. Powelson passed out a letter from NHDOT to Beth Fox (Town of Swanzey) dated May 11, 2005. After reviewing both the CLD and VHB reports, NHDOT – Bridge Design concluded, “...it is Bridge Design’s recommendation that the existing pier should be replaced and reconstructed, whether the dam remains or not....It would be advisable for the Town to plan on pier replacement within five to ten years if the dam were to remain in place. Were the dam to be removed, pier replacements should occur prior to dam removal.”

Based on previous meetings relative to the Homestead Woolen Mill Dam, it is anticipated that the citizens will want additional information on the previous studies and also on potential funding

sources. D. Loiselle noted it would be extremely beneficial to have a NHDOT representative present at the June 8, 2005 Public Information Meeting. D. Powelson stated that he would look into this possibility. J. Garvin and E. Feighner noted the potential of “Jeffords” funds as a potential funding resource, however, this may delay the process. NHDHR will look into this. H. Kinter additionally noted that this would require 4(f) and/or 106 consultation. D. Loiselle noted that the 106 consultation process was already underway for this potential project. H. Kinter added it would then necessitate a continuation of this process if the funds were used.

**Orford, X-A000(101), 13900: Participant: Kevin Nyhan .**

The mall reconstruction project will only require 6” rather than 12” of vertical disturbance. The path is located within the A horizon at the south end of the project and at the base of the A horizon along the remainder. Because of the limited depth of the project and the path’s location in the A horizon, E. Feighner was no longer concerned about the project’s impact on Native American resources.

H. Kinter confirmed that the town needed to come to some understanding with residents a right of passage over two properties, using an instrument such as an easement.

**Haverhill, X-A000(108), 13907: Participant: Kevin Nyhan.**

The proposed Transportation Enhancement Project consists of the construction of a 5-foot wide sidewalk along Forest Street in the Village of Woodsville, Town of Haverhill. The project limits are from approximately the McDonalds Restaurant at the intersection of Forrest Street and US Route 302, north approximately 2,800 linear feet to its intersection with NH Route 10. All work will be contained within the limits of existing right-of-way. The sidewalk will enhance the safety of Forrest Street by providing a safe location for pedestrians that is separate from the roadway. The roadway has no shoulders and currently pedestrians are forced to walk along the edge of the travel way.

Given the limited disturbance and the project’s location in the limits of existing right-of-way, the project area is moderately sensitive for archaeology. No further archaeological survey was requested, and the single potentially historic building will not be affected by the project. A No Adverse Effect memo was signed.

**Durham-Newmarket, STP-TE-X-5133(009), 13080: Participant: Kevin Nyhan**

A No Adverse Effect Memo was signed without further review.

**Washington, 14424, X-A000(364):. Participant: Caroline and Jim Russell, Town of Washington ([jcrussel@gsinet.net](mailto:jcrussel@gsinet.net)) and Kevin Nyhan.**

1) The project started in the summer of 2003 with the dual objectives of beautifying the area opposite the Library and creating a safer parking lot for the Library. In order to do this, the town needed more land. When we contacted Mr. Daniel Beede to see if he would be willing to donate his property to us, he told us that the family was planning to move the house to a better location

so that they could restore and preserve it. Since he is a descendant of Luman Jeffs who donated the Library building and since the house has been in the family for many generations, he was quick to respond that this objective of ours corresponded with his own.

2) Once our plan seemed to be feasible, we began the research for grants that might help us to accomplish our goals. Our Road Agent, Ed Thayer, and Jason Ramussen of the Upper Valley Regional Planning Center helped us to identify and apply for the Transportation Enhancement Grant.

3) We were awarded the grant in the spring of 2004 with the condition that the funds could only be used for the Wayside Park not the parking lot. At Town Meeting on March 8, 2005, the Town accepted the Transportation Grant, the donation of Mr. Beede's house lot, and any other adjacent property that became available.

4) In the interim, the property directly behind the existing parking lot was put up for sale. Mr. Beede, Jim Russell and I bought the property for the specific purpose of subdividing it into a conforming building lot for Mr. Beede's "little red house" and into a smaller parcel that would be donated to the Town to increase the land available for the Shedd Free Library Wayside Park and the adjacent parking lot. The planning for the purchase and subdivision of this lot was done in consultation with the Selectmen, Planning Board and Board of Adjustment. Since Town Meeting, the property was purchased, it has been surveyed, Public Hearings have been scheduled and held, and the smaller parcel of subdivided land will be deeded to the Town next week.

5) Because Mr. Beede's current house lot is so small and the DOT has asked us not to place immovable objects closer than 10 feet from the edge of the pavement, our planning committee anticipates simply filling in the foundation area of the house and creating a small sitting area above the foundation. Plans for any vegetation in the area would be around the perimeter to create a visual screen to provide privacy for the house next to it. We do not anticipate any excavation in that area. If any adjustments were to be made around the back edge of the lot, we have discussed adding more fill and creating a slight sloping hillside there.

6) We have discussed creating a plaque of sorts that would describe the history of the land but have put that decision aside until the larger plans are closer to completion. L. Wilson had suggested installing a marker that explained the site of the Beede House. An outline on the surface of the ground could outline the exterior of the foundation.

7) E. Feighner expressed concern about the effects of planting on the archaeological resources associated with the red house as well as for the sensitivity of the field. Concern for archaeology necessitates another review of the project once it is known where landscaping and other construction items will be located. This can be done concurrently with plan submission to the Department. Another review is tentatively scheduled for August 2005.

#### **Tilton, X-A000(028), 13576. Participant: Joyce McKay**

Russ St. Pierre inquired about a project that is now under construction and for which a memo has already been signed. The project will hit a boundary marker, which will need to be moved. NHDHR suggested moving the marker along the boundary line and creating a sunken, new marker at the original location in accordance with state law, RSA 472:6.

**Milford, X-A000(195), 14078. Participant: Joyce McKay.**

J. McKay presented a project that involves the reconstruction of the approaches and signals along the B & M right-of-way over South Street in Milford Village. Because the crossing is in an eligible historic area, L. Wilson expressed concern about the extent of new wiring and the size of the new mast arms. After the meeting, J Evans founds that the mast arms were comparatively small and the wiring for the signals would be in the right-of-way. There was no concern for archaeological sensitivity. A No Adverse Effect Memo was signed.

**Bartlett, BRF-MGS-X-0321(023), 13043: Participant: Mark Hemmerlein.**

A MOA was signed.

**Stoddard, X-A000(325), 14369: Participant: Mark Hemmerlein.**

This project resurfaces NH Route 9 from about NH Route 31 near the Franklin Pierce Homestead to NH Route 123, a distance of about five miles. The project will level the road and add a 1.5" overlay. It will also replace the existing guard rail with W-Beam and the corrugated metal pipe culverts. The culvert replacement will affect soil disturbed by the existing culvert installation. It was agreed that no historic properties would be affected and a memo could be signed.

**Hudson, STP-TE-X-5229(013), 13100: Participant: Jamie Paine, CLD.**

Jamie Paine of CLD Consulting Engineers, Inc presented this project. It is a federally-funded municipal project to construct an approximately 2,400 foot long and five foot wide sidewalk along the east side of US Route 3A/Lowell Road in Hudson. The proposed sidewalk would be constructed within Town right-of-way (ROW) from approximately Winn Avenue at the northern extent to Birch Street at the southern limit. It was determined that no historic or archaeological properties will be affected as a result of this project. A memo can be signed.

**Rochester, X-A000(320), 14350: Participant: Jamie Paine, CLD.**

Jamie Paine and Roch Larochelle of CLD presented this project. It is a federally-funded municipal project to reconstruct the intersection of Washington Street, North Main Street, and Walnut Street into a roundabout, in Rochester. Preservation Company and IAC prepared initial resource reviews of the Strafford Square area and Washington Street corridor. It was determined that Preservation Company should complete Individual Forms for the two properties proposed to be acquired in order to accommodate the roundabout. It was noted that the area was part of a potential historic district for which more information had been requested. In addition, a professional archaeologist (IAC) will be required to complete a Phase IB before razing the two buildings and further consider the potential for Native American sites for which the area is moderately sensitive.

H. Kinter noted that the project might result in a 4(f) because of the demolition of two potentially historic buildings.

**Portsmouth, Sheraton Hotel Expansion/Parking Garage (municipal project?/no numbers): Participants: David Still and Jamie Paine, CLD.**

Jamie Paine and David Still of CLD presented this project. The City of Portsmouth and a private firm, HarborCorp, propose to expand the existing Sheraton Hotel and construct a public/private parking garage on an existing parking lot area located west of the existing hotel. The private firm would be responsible for the hotel, and the city would oversee the parking garage portion. The majority of the parking garage would be public with some parking reserved for the hotel's use. The project would involve hotel and parking garage construction, realignment of Russell Street to create a more perpendicular intersection with Deer Street, reconstruction of sidewalks, and installation of new lighting to improve aesthetics and character of the area. The project includes a NPDES permit.

As substantial pottery and other artifacts were discovered buried in this area during the original Sheraton construction project of the early 1980's and stone foundations are visible underneath the proposed project site, this part of Portsmouth is known to be sensitive for archaeological resources. NHDHR determined that a Phase I investigation with testing should be completed by a professional historical archaeologist to determine the potential for finding archaeological resources in the project area.

**Holderness X-000S(335), 13098: Participant: Sylvia Smith and Mike Duffy, Horizons Engineering.**

Sylvia Smith of Horizons Engineering presented the project for the Town of Holderness. Horizons engineering is the Town's consultant for this project.

Sylvia Smith handed the overall location map. A set of construction plans and accompanying photographs were also provided. Approximately 600 feet of sidewalks are proposed along Route 3 in the Village Area of Holderness.

There are no existing sidewalks through the Village area. It was pointed out on the plans that all proposed sidewalk and drainage construction is to be contained within the existing rights-of-way.

There is a proposed 2-tiered granite block retaining wall that will replace an existing concrete wall in front of the Clifford residence.

The SHPO is familiar with the project area and believes that there are potential impacts to architectural and/or archaeological resources in this project area. It was advised that a Phase 1B Archaeological Survey be completed. If intact archaeological deposits are found, the next phase of archaeological investigation will need to be pursued.

In addition, it was requested that two properties within the project's limits be evaluated by a qualified architectural historian to determine their eligibility for the National Register. The properties in question are the Clifford and Ross residences. The Clifford residence is the property in front of which the proposed granite block retaining wall. The historical eligibility of the property needs to be determined to evaluate the visual impact of the proposed wall.

Upon completion of the required archaeological investigation and the architectural surveys, Horizons Engineering will present the findings at the next available Cultural Resource Group meeting for further discussion and/or guidance.

**Tuftonboro M311-2 (District Project): Participant: Cathy Goodmen.**

Cathy Goodmen re-presented this project to remove a stone culvert, which was presented at the April meeting. Several suggestions to avoid destroying the culvert were presented at this meeting. They were sent to the district office, and they replied with the following suggestions.

1. Install the new culvert along the south side of the existing stone box culvert and staying away from the cemetery;
2. Pick the top off the stone box culvert and fill it in;
3. Limit the highway widening to 24' of pavement (for 11' travel lanes) with 2'-6" gravel shoulders (for new beam guardrail) so we reduce the impact area;
4. Bury the existing stone retaining walls in the new 2:1 slopes; and
5. Limit the length of the new culvert to match the narrower highway cross-section.

E. Feighner noted that she needed to check to see if the state regulations limiting work near a cemetery to not closer than 25 feet included fill, or just excavation.

E. Feighner emailed back and said she the project with Dick Boisvert, and he determined that: The project may proceed near the cemetery as long as there is no ground disturbing activities within 25' of the cemetery. Filling in the vicinity of the cemetery and staying away from the cemetery retaining wall, is acceptable, as long as there is no sort of site preparation needed, e.g. no leveling, no grading, no disturbance. If NHDOT can get assurances from the contractor, or the district about such disturbances, then the NHDHR can approve the project. The district has agreed to filling in the culvert and burying the retaining wall.

**\*\*Memos:** Durham-Newmarket STP-TE-X-5133(009), 13080; MOA: Bartlett, BRF-MGS-X-0321(023), 13043; Haverhill, X-A000(108), 13907.

Other projects may also be reviewed.

Submitted by Joyce McKay, Cultural Resources

Manager

c.c.	J. Brillhart	B. Landry	N. Mayville	Bill Cass
	C. Barleon, OSP	C. Waszczuk	D. Lyford	
	R. Maddali	R. Roach, ACOE	H. Kinter, FHWA	